

SECRET

1833Z 25 MAY 63

DIRECTOR

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PRIORITY

OPS (1-7)

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TOR: 1928Z 25 MAY 63

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CITE 9677

INFO COPY PERSONAL FOR MR. KELLY JOHNSON FROM

1. FOLLOWING IS STATEMENT RENDERED BY WHO  
 WAS CHASING IN F101B AT TIME OF ACCIDENT:

AT 33NM TO-GO BEFORE TURNING AT CHECK POINT (WENDOVER) I ASKED  
 WHAT HIS FUEL WAS, HIS REPLY WAS "9500LBS". AT  
 THE TIME (ABOUT 1150L) I WAS IN CLOSE FORMATION AND WE WERE  
 JUST ABOVE AN OVERCAST AT 34,200 FT MSL. ENTRY INTO LEFT TURN  
 AT WENDOVER SEEMED NORMAL EXCEPT THAT AT ABOUT ONE THIRD OF THE  
 WAY THROUGH I STARTED GETTING THE WARNING HORN. I TOLD  
 THAT HE WAS GETTING TOO SLOW FOR ME AND THAT I WAS  
 SLIDING TO THE OUTSIDE TO GAIN AIRSPEED. AS THE DISTANCE BETWEEN  
 US BECAME GREATER I INTERMITTENTLY LOST SIGHT OF HIM DUE TO THE  
 CIRRUS OVERCAST. WHEN WE ROLLED OUT OF THE TURN I WAS SLIGHTLY  
 AHEAD AND ABOVE AND ADVISED HIM THAT I WAS  
 CROSSING IN FRONT OF HIM AND WAS CLIMBING HIGHER TO STAY  
 VFR. AT THIS TIME HE SAID HIS HEADING WAS 200 DEGREES AND THAT

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HE SAW ME. I PICKED HIM UP VISUALLY AGAIN AND SAW THAT HE WAS STRAIGHT AND LEVEL. I TOLD HIM THAT I WOULD MAINTAIN HEADING AND ALTITUDE AND TO KEEP ME POSTED ON ANY CHANGE OF HEADING. IT WAS PLANNED TO LET HIM PASS ME UP AND THEN I WOULD REJOIN. SHORTLY AFTER COMPLETING ROLL OUT OF TURN, HE SAID "I THINK I AM HAVING AIRSPEED TROUBLE". I ASKED HIM HOW SERIOUS AND HE GAVE NO REPLY. I COULD INTERMITTENTLY SEE HIM IN THE TOP OF THE OVERCAST AND HE APPEARED LEVEL AND ON A HEADING OF 200 DEGREES. AFTER THIS, I NEVER DID SEE HIS AIRCRAFT AGAIN. TIME WAS 1202L. ABOUT 4-5 MINUTES LATER HE MADE A GARBLED TRANSMISSION SAYING "I THINK I AM IN TROUBLE, I'M IN A ???". I DID NOT HEAR ANYMORE AS HE WAS BECOMING VERY GARBLED. I STARTED A 360 DEGREE TURN AND TRIED TO RAISE HIM ON THE RADIO, I NEVER RECEIVED ANOTHER TRANSMISSION OF ANY KIND FROM HIM. MY FIRST THOUGHT WAS THAT HE WAS IN A SPIN. I SWITCHED TO GUARD AND STARTING SQUAWKING MAYDAY ON THE IFF. I SPECIFICALLY CALLED SALT LAKE CENTER ON GUARD WITH A MAYDAY, HOPING THEY COULD AT LEAST FIX MY POSITION WITH THEIR RADAR. THEY NEVER ANSWERED. I ALSO SPECIFICALLY CALLED CEDAR CITY RADAR TO GET A FIX BUT THEY NEVER ANSWERED. I DID GET AN UNRELIABLE FIX ON ELKO VORTAC OF 62NM/135 RADIAL. CEDAR CITY RADIO ANSWERED MY CALL AND I ASKED THEM TO RELAY VIA LOS ANGELES CENTER THAT "BOXER 10'S WINGMAN WAS IN TROUBLE APPROXIMATELY 70NM SOUTHEAST OF ELKO" TO BOXER CONTROL. I HEADED FOR HOME AND TOLD ALL GROUND STATIONS THAT WERE CALLING ME, "TO DISREGARD". AS SOON AS I WAS IN RANGE OF BUD TOWER I GAVE THEM ALL THE DATA THAT I HAD. AFTER THOUGHT: AROUND 1120-1125L, I CALLED HIM TO MAKE

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AN AIRSPEED CHECK SINCE I WAS HAVING TROUBLE KEEPING UP WITH HIM. HE SAID HE WAS HOLDING .86 MACH AND WOULD SLOW UP TO .84 MACH. AT THE TIME I WAS INDICATING .92 MACH AND WAS VERY SLOWLY CATCHING UP. ONCE I WAS IN CLOSE FORMATION I WAS ABLE TO MAINTAIN MY POSITION WITH AN INDICATED MACH OF .80. HE WAS STILL INDICATING .84 MACH.

2. REFERENCE [REDACTED] AFTERTHOUGHT ABOVE: DUE TO SUBSONIC PITOT-STATIC ERRORS IN F101B SYSTEM, THE .80 MACH NUMBER INDICATED IN F101B WAS A TRUE MACH NUMBER OF .85. THE .92 INDICATED MACH NUMBER HE REPORTED WAS A TRUE MACH NUMBER OF 1.01.

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END OF MESSAGE